INFORMATION

CENTRAL INTELLIGENCE AGENCY

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SUBJECT	Hungarian Iron and Machine Works (Mavag), Budapest	DATE DISTR.	10 June 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Location:

The Hungarian Iron and Machine Works (Mavag) occupies an area about 800 x 350 m. lying between the Kőbányai ut., Dolej ut., Orczy ut., and Orczy tér (square). Of the ten gates giving entrance to the works only five are used but all are continually guarded. The plant has a direct rail connection with the Kőbánya freight station.

2. Production:

a. Up to the middle of 1953 the entire production was intended for home consumption. Since then a considerable amount of bridge-building work has been done for Bulgaria. Locomotives and agricultural machines are being built for the USSR and a certain amount of war materiel is also being produced for that country.

b. Locomotives

(1) Locomotives for express passenger and fast freight trains for the Hungarian railroads. Type 424.

(2) Freight-train locomotives, types Buffalo and KB4.

(3) Shunting locomotives.

(4) Electric locomotives, type Kando V 55

(5) Electric diesel locomotives.

(6) The Kando V 55 electric locomotive is of 3200 hp and a theoretical speed of 125 km. per hour. It is provided with either 2 or 3 driving axles. Components for it, though also made at the works, mainly come from the Ganz Railroad Car Factory.

(7) The KB4 freight locomotives are being built for the USSR as well as Hungary. Some are equipped to burn hard coal while others are oil-fired. 30-35 locomotives of this type are in production for Hungary itself.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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(8) 4-5 Buffalo-type freight locomotives are turned out monthly.

(9) Most components for the locomotives are supplied by the Lenin Works in Diosgyör and the Mátyás Rákosi Works in Csepel.

c. Locomotives, truck axles, plates for armored cars, and gun shields: 60% of them are exported to the USSR.

d. Gun carriages.

e. Gun shell cases and cans for:
37mm. A/A guns
62 cm. antitank guns
122 mm. howitzer
Average daily production 3-4 carloads of shell cases. Production is for the Hungarian Defense Ministry.

f. Steel helmets:

These are made from a chromium-nickel-steel alloy which is said to be 2½ times stronger than the metal formerly used and to be of greater elasticity.

g. Bridges:

The plant makes girders and chains for bridges. The construction of a bridge for the Tissa River and another for the Körös (both in Hungary) is under way. A bridge to cross the Marica in Bulgaria is also in production.

h. Agricultural machinery:

Machines are manufactured at the plant and also assembled from parts supplied by the Mag Works. Some of these machines are for the USSR.

i. Compressors and pumps.

j. Springs and cylinder sheaks (Bäcks).

k. Iron, steel, and non-ferrous metals:

The works' foundry turns out iron, steel, copper, aluminum, and various alloys. Its production is in the first place for internal use but it also accepts orders from other Hungarian factories.

3. Labor force.

a. The plant has 4200 workers, 40% being skilled and 45% semi-skilled. 52% are women. The number of workers is being increased.

b. When large orders came in [redacted] work was changed to three shifts per day. 25X1

c. In both May 1953 and 1954, 200 workers were sent to the USSR, some going to the locomotive factory in Moscow and the others to the factory in Rostov. The object is said to be to learn Soviet working methods. The May 1953 group returned to Hungary in May 1954.

4. Soviet Acceptance Commissions.

a. A Soviet acceptance commission is permanently established in the works in connection with locomotives and agricultural machinery destined for the USSR.

b. A Soviet commission comes from time to time to take over military materiel.

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Legend to the Enclosed Sketch

1. Two-story office building. On the first floor are the correspondence, invoice, material supplies, and tax departments; also rooms for the factory guards and the fire brigade. On the second floor are the construction, planning, drawing, and calculation offices and offices of the political and technical leaders.

2. Formerly known as the aircraft workshops. Gliders used to be built here but work on their components was stopped in 1952.

3. Formerly fine mechanics and automobile workshops. Now gun carriages, springs, and cylinder cheeks are made here.

4. Locomotive workshop.

4a. Tempering shop (Härtewerkstätte)

4b. Construction office.

5. Single-story building where goods are stored.

6. Several separate workshops including forge and pressing shop.

7. Welding shop. Most up-to-date electric and gas welding equipment used. Immediately next to it are the coal and coke dumps. These contain an average of 30-40 carloads of coal and coke.

8. Single-story building housing the factory material. Research Institute. New alloys are tested here.

9. Single-story building with a ramp where trains can be unloaded and loaded. Pig iron and non-ferrous metals are stored here.

10. Building similar to 9 but used exclusively for raw materials needed for the ammunition (shell cases and caps) factory.

11. Agricultural-machine factory.

11a. Ammunition factory. Steel helmets are also made here.

12. Furnace factory.

12a. Factory where central heating installations are made.

13. Two-story building, first floor of which is used as storage by the factory fire brigade and air-raid guards. The second floor is used by part of the calculations section.

14. Bridge-building factory.

14a. There is a separate concrete assembly shop where bridge girders and girders for buildings are made. This is the only factory in the works where no repair work is done.

15. Foundry. It has eight gas-heated furnaces of which four are for iron and steel and four for non-ferrous metals.

16. Rolling mill. This has no blast furnace, the necessary iron and steel pigs being obtained from the Lenin Works in Diosgyör and from Sztalinvaros.

17.) Raw-material dumps for foundry and rolling mill.
18.)

19. Reserve power house in which are also the boilers for the central heating. Current is generated by a dynamo driven by a steam turbo-generator. The works usually obtains its power supply from the general network, a cable from the Kőbánya ut running to the factory.

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The voltage of both industrial and factory produced current is 300 V. This passing through a transformer station in the power house becomes an alternating current of 220 V used for driving the machines and providing lighting.

20. One-story building housing workers' lockers and showers.

21. Workshops where compressors and pumps are made. There are a number of subterranean air-raid shelters at the works. These are shown on the sketch as

[redacted]

Annex: Sketch of the Mavag Works in Budapest (1 page)

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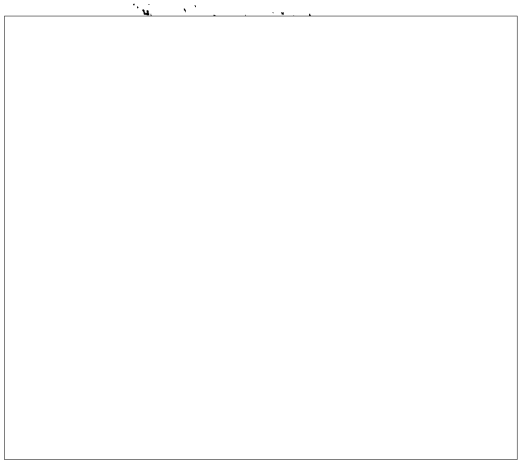

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Annex: Mavag Works, Budapest